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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T
NOFORN

COUNTRY	Poland	REPORT	
SUBJECT	Inland Water Transport on the Oder River	DATE DISTR.	26 July 1955
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED	This is UNEVALUATED Information		

1. Three companies are engaged in inland water transport on the Oder River. They are:

   a. The Polish Zegluga na Odrze which operates between Kozle (Cosel) and Szczecin (Stettin). 25X1

   b. The Czech shipping company[1] which operates on the same route.

   c. The East German shipping company[2] which plies between Fuerstenberg, near the mouth of the Neisse, and Szczecin. 25X1

2. All three companies are expanding. The Zegluga na Ordze owns at present about 1,000 barges and between 150 and 180 tugs. There are, in addition, barges propelled by Diesel engines with a tonnage of 800 to 1,000. 25X1

3. The harbor at Kozle is the assembly point for the Polish barges. From Kozle farther upstream there is a traffic of small barges up to 200 tons. The cargoes of the small barges are discharged at Kozle, reloaded on large barges, and taken to Szczecin. Four-fifths of the total cargo is coal which is the chief commodity handled.

4. When the water level in the Oder and in the canals connected with it is higher, the larger barges are frequently towed from Szczecin to Gliwice (Gleiwitz) with a cargo of iron ore and then returned with a cargo of coal.

5. The average load downstream from Silesia to Szczecin is up to five barges, totalling 4,500 tons; the average load upstream is up to four barges.

6. Other than the coal and iron ore cargoes, transport is provided for machinery, artificial fertilizer, for example from the factory in Kedzierzyn, phosphates, and cereals.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					

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[redacted] 25X1

7. The stretch of river between Krosno (Krossen) and Widuchowa (Fiddichow) which forms the Polish-German frontier is controlled by the WOP and customs officials. Cameras are sealed and their use forbidden. Polish ships are not allowed to sail on the west side of the river nor East German ships on the east. Czech ships are under Polish controls and sail on the east side.

8. Crews for the tugs and barges are selected with special care; a candidate is not chosen if he has relatives in the West. "Relatives" include American citizens whose ancestors were Polish nationals two generations ago.

9. The river fleet is largely composed of former German barges and tugs. New barges are of Polish origin and most of them are built in Wroclaw (Breslau). Others are built in Kozle. New tugs have been imported [redacted] 25X1 and more are expected.

[redacted] Comments: 25X1

1. Czechoslovak Elbe-Oder Navigation Company (CSPLO).
2. Deutsche Schiffahrts-u. Umschlagsbetriebszentale (DSU).

[redacted] 25X1

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